What I Claim is:

1. A device that improves ignition spark intensity with power transmitted at the time of ignition from a conventional plug cord for an internal combustion engine to an ignition plug, constituted so that counter electromotive force arising at the time of ignition of the ignition plug is stored as electrostatic energy and is discharged at the next ignition of the ignition plug and having positive and negative electrodes, said positive electrode being connected to or in contact with an internal combustion engine plug cord and said negative electrode being connected to or in contact with an internal combustion engine ground, thereby improving ignition spark intensity.

2. An ignition device according to claim 1, constituted so that a positive electrode comprises a conductive wire made from a conductive material or a material having electrical resistance, the periphery thereof being covered with an insulating material, the periphery of which being further covered with a conductive material or a material having electrical resistance, so as to constitute a negative electrode, the outer periphery of which being covered with an insulating body, said device comprising an electrode end part for causing said positive electrode to connect to or come in contact with an ignition plug cord and an electrode end part for causing said negative electrode to connect to or come in contact with an internal combustion engine ground.

3. A device that improves ignition spark intensity with power transmitted at the time

of ignition from direct ignition for an internal combustion engine to an ignition plug, constituted so that the counter electromotive force arising at the time of ignition of the ignition plug is stored as electrostatic energy and is discharged at the next ignition of the ignition plug and having positive and negative electrodes, said positive electrode being connected to or in contact with an internal combustion engine plug cord and said negative electrode being connected to or in contact with an internal combustion engine ground, thereby improving ignition spark intensity.

4. An ignition device according to claim 3, constituted so that a positive electrode comprises a conductive wire made from a conductive material or a material having electrical resistance, the periphery thereof being covered with an insulating material, the periphery of which being further covered with a conductive material or a material having electrical resistance, so as to constitute a negative electrode, the outer periphery of which being covered with an insulating body, said device comprising an electrode end part for causing said positive electrode to connect to or come in contact with an ignition plug cord and an electrode end part for causing said negative electrode to connect to or come in contact with an internal combustion engine ground.

5. An ignition device according to claim 3, constituted so that the positive electrode comprises a conductive wire made from a conductive material or a material having electrical resistance around the outer periphery, or a portion thereof, of a case covering a plug terminal part from a coil constituting a conventional internal combustion engine direct ignition, the outer

periphery thereof or a part thereof being covered with an insulating material, the outer periphery of which, or a part thereof, being covered with a conductive material or a material having electrical resistance, thus constituting a negative electrode; the outer surface thereof, or a part thereof, being further covered with an insulating material, said device comprising: an electrode end part for causing said positive electrode to connect to or come in contact with an ignition plug cord and an electrode end part for causing said negative electrode to connect to or come in contact with an internal combustion engine ground.

6. An ignition device, wherein the capacity for storing electrostatic energy appropriate for an internal combustion engine can be easily adjusted through combinations of a conductive material or a material having electrical resistance constituting a positive electrode, a conductive material or a material having electrical resistance constituting a negative electrode, and an insulating material between the positive and negative electrodes, and through combinations of the thickness, length and width of such materials.

7. An ignition device, wherein, in cases where a single ignition plug cord device has been provided, the capacity for storing electrostatic energy can be easily adjusted, by connecting, or bringing into contact, a plurality of devices in series or in parallel with a plug cord for an internal combustion engine or direct ignition for an internal combustion engine.

8. A connection for an ignition device, wherein a positive electrode is connected to or brought in contact with a plug terminal, conductive wire or resistor conductive wire of a plug cord for internal combustion engine or direct ignition for an internal combustion engine, and a negative electrode is connected to or brought into contact with an internal combustion engine ground.